

# UNDER-BODY BLAST MITIGATION: STAND-ALONE SEAT SAFETY ACTIVATION SYSTEM

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# Outline

- **Mission/Military Systems and Goals**
- **Current Technology/Sensors**
- **Seat Safety Activation System Components**
- **Operating Principle of the Blast Detection Sensor**
- **Testing of the System under Impact Strains**
- **Testing of the System under Accelerations**
- **Summary of the Conclusions**

# Mission

- 1. The TARDEC GSS Blast Mitigation team is responsible for System level Occupant Centric Safety system integration**
- 2. Designed systems are to protect the Occupant in Blast, Crash, Roll Over and other Injury Causing events**
- 3. Reducing occupant injury and decreasing the lethality associated with various threats**
- 4. Providing a system which can reliably and accurately activate systems such as Air Bags, Pyrotechnic Restraints and other potential emergency signaling systems during events**
- 5. Further expanding the development of System Level Occupant Protection**

# Current Military Systems

1. Current restraint systems in the Army do not utilize pyrotechnic systems
2. Sensors directly associated with Pyrotechnic systems (Military Specific) are not fielded/available
3. Integration of sensors commonly found in automotive applications would not be suitable for Military vehicles, due to the fact that peak accelerations occurring in underbody blast events are larger in magnitude and occur within a shorter time span than in an automotive crash or impact event.



# Goals

1. Create a sensor system with the capacity to activate in a Blast within 0.5 milliseconds from event initiation
2. Provide a self-contained system that is powered by an internal source and connected to indicator lights.
3. Provide diagnostic support, internal source charging and system activation
3. Create a system that couples directly to the pyrotechnic system(s)
4. Provide instantaneous system level health, I.E Malfunction Indicator Light

## *Restraint Systems Requiring a Crash/Blast Sensor*



Pyrotechnic Mechanical Retractor



Pyrotechnic Buckle



Pyrotechnic Electro-Mechanical Retractor



Inflatable Seat Belt



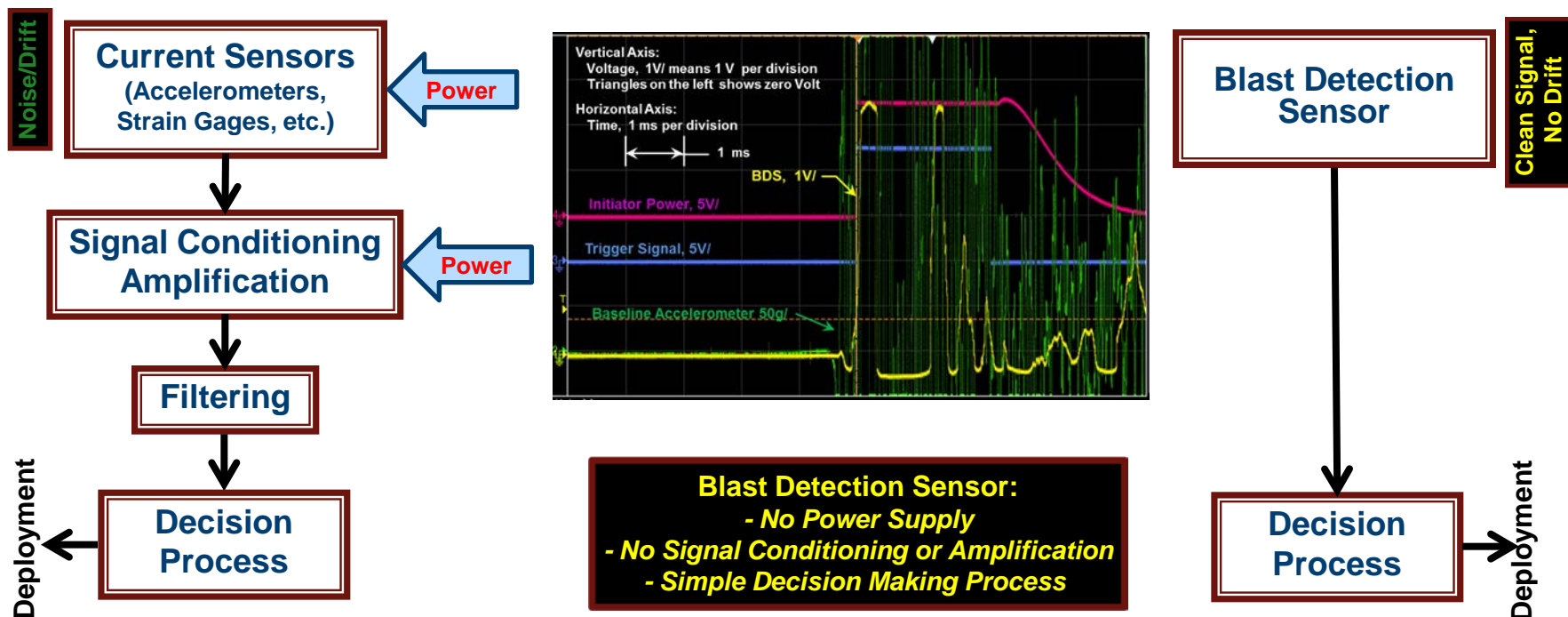
# Current Technology and Sensors

Event	Typical Peak Accelerations (g)	Typical Time Duration (ms)
Frontal Automotive Crash (30 mph)	25 to 50	70 to 120
Underbody Blast	100 to 400	3 to 30

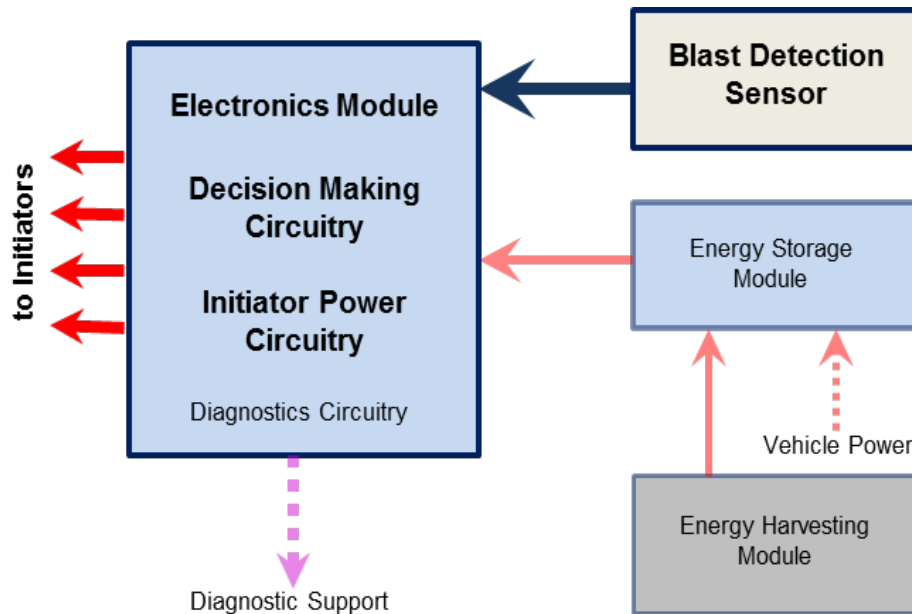
(Source: Dr. Thyagarajan, Ravi [1])

**Underbody Blast:  
Much Higher g's, Much Faster**

**Systems for Automotive Applications:  
NOT fast enough**



# Seat Safety Activation System Block Diagram



**Focus of This Paper:**  
**Blast Detection Sensor (BDS) and**  
**Decision Making Circuitry (DMC)**

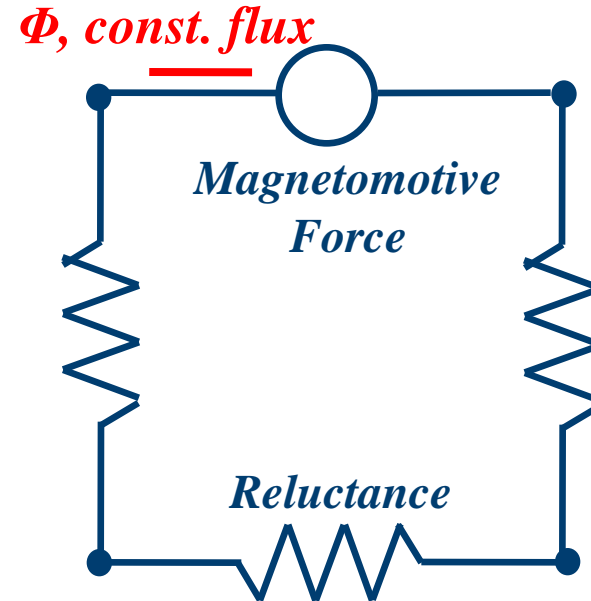
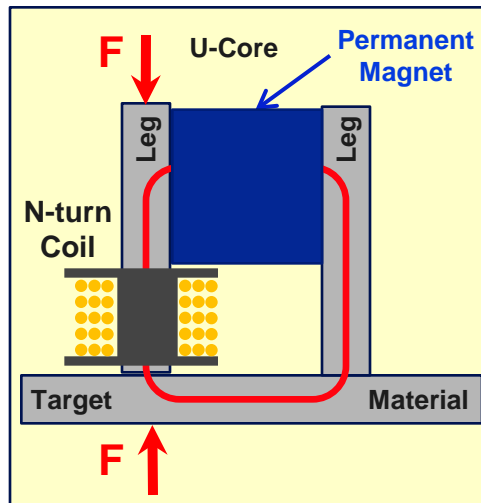


# Operating Principle of Blast Detection Sensor: Constant-Flux Magnetostrictive Sensor

- **Magnetostriction:**  
*“ deformation of a magnetic material when subjected to a magnetic field ”*
- **Inverse Magnetostriction:**  
*“ change in magnetic properties when material subjected to a mechanical deformation (strain) ”*

$$\Delta \epsilon \rightarrow \Delta \mathcal{R}$$

# Operating Principle of Blast Detection Sensor: Constant-Flux Magnetostrictive Sensors



$$\Delta F \Rightarrow \Delta L \Rightarrow \Delta \epsilon \Rightarrow \Delta \mathcal{R} \quad (\text{Closed Circuit})$$

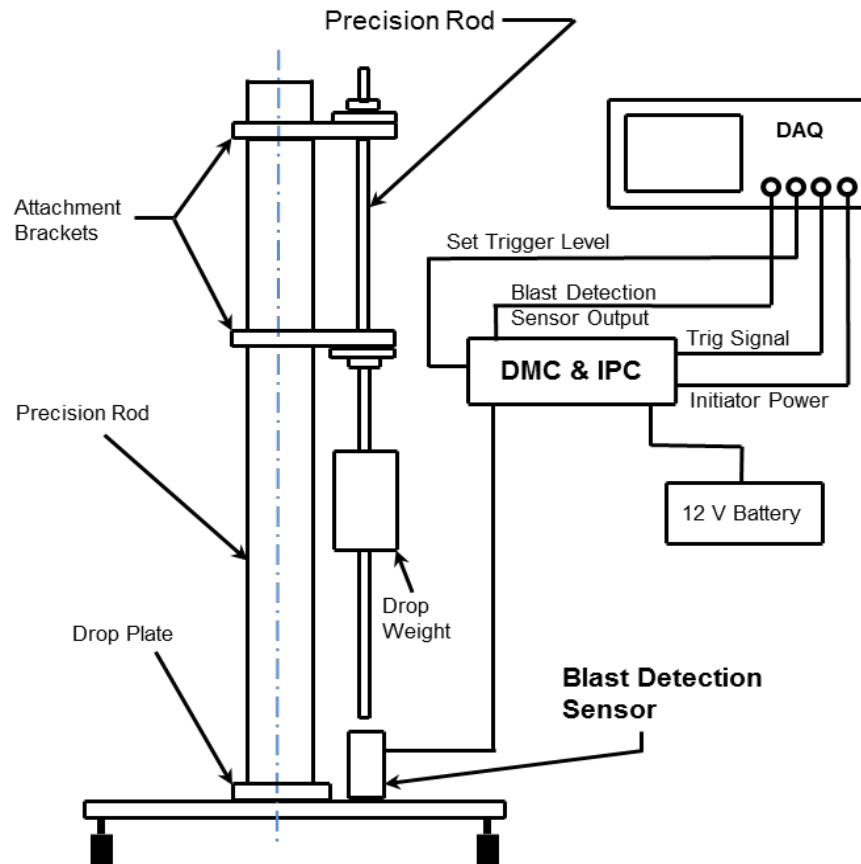
$$\Delta (\text{gap}) \Rightarrow \Delta \mathcal{R} \quad (\text{Open Circuit})$$

$$\Delta \mathcal{R} \Rightarrow \Delta \Phi$$

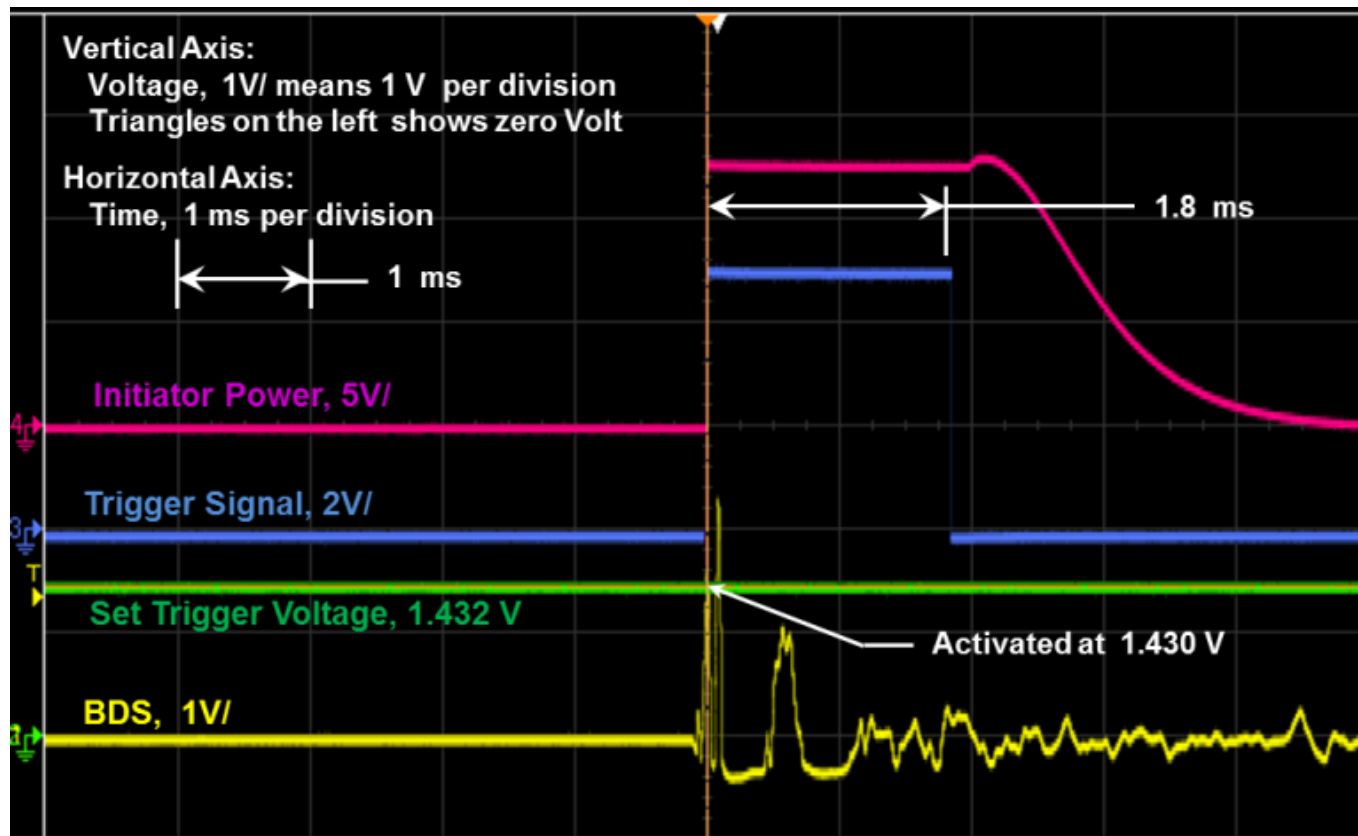
$$V = N \left| \frac{d\Phi}{dt} \right|$$

# Testing of the Activation System under Impact Strains

## Drop Tower Experimental Setup



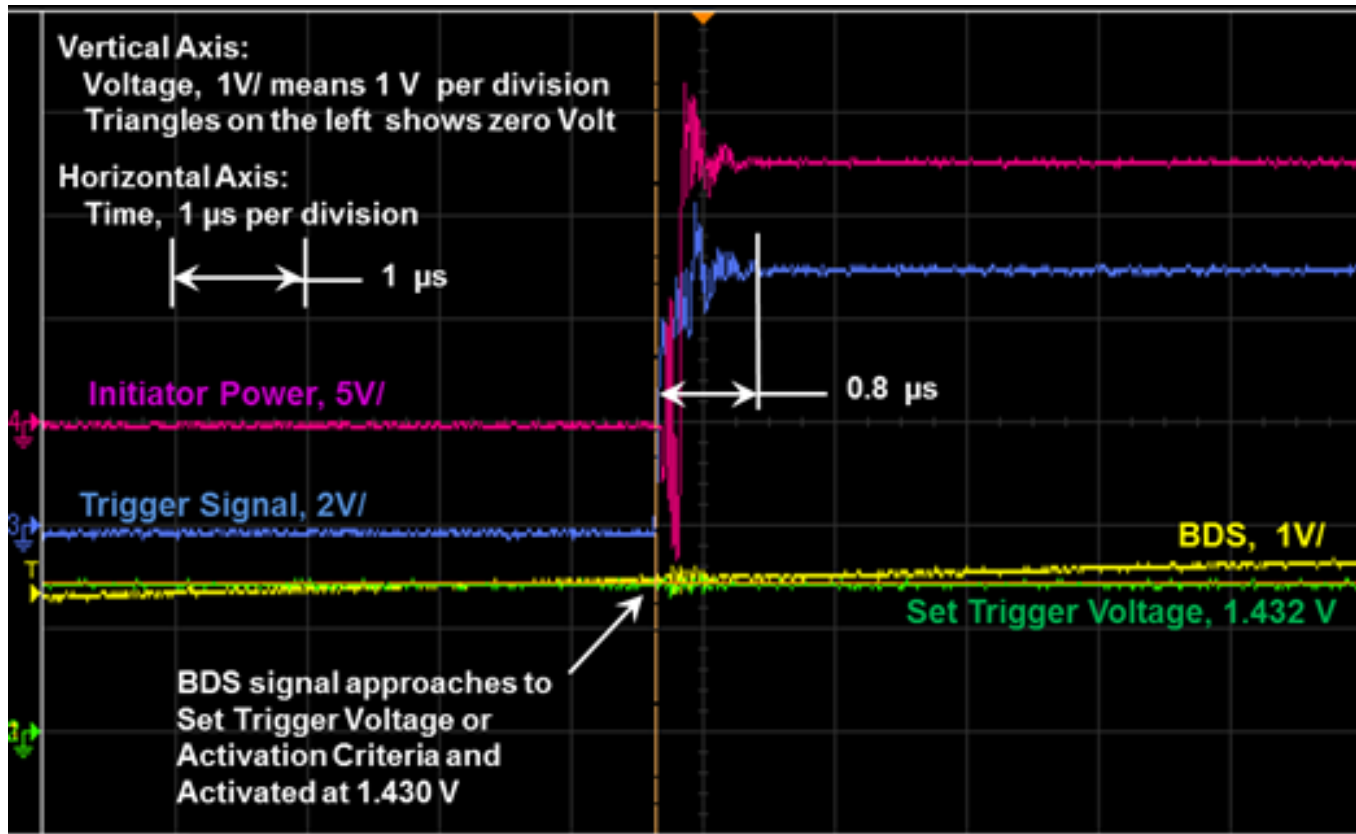
# Testing of the Activation System under Impact Strains



Sampling Rate: 100 MSa/s

# Testing of the Activation System under Impact Strains

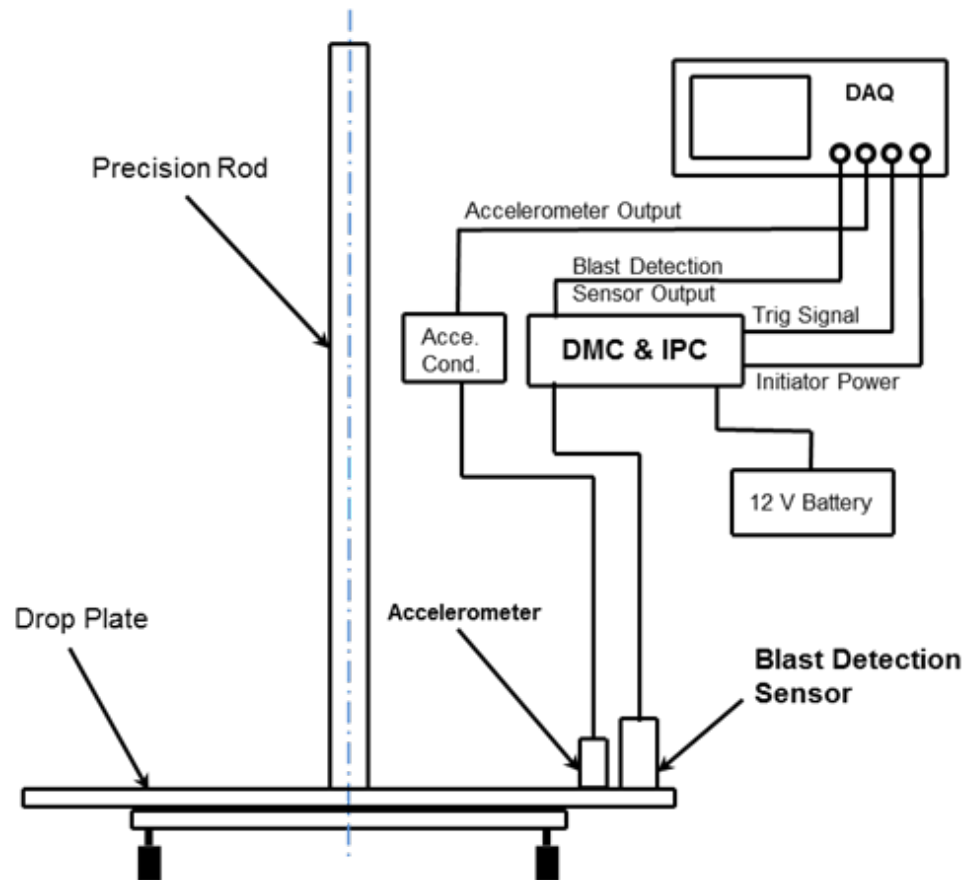
## 1000x Expanded View



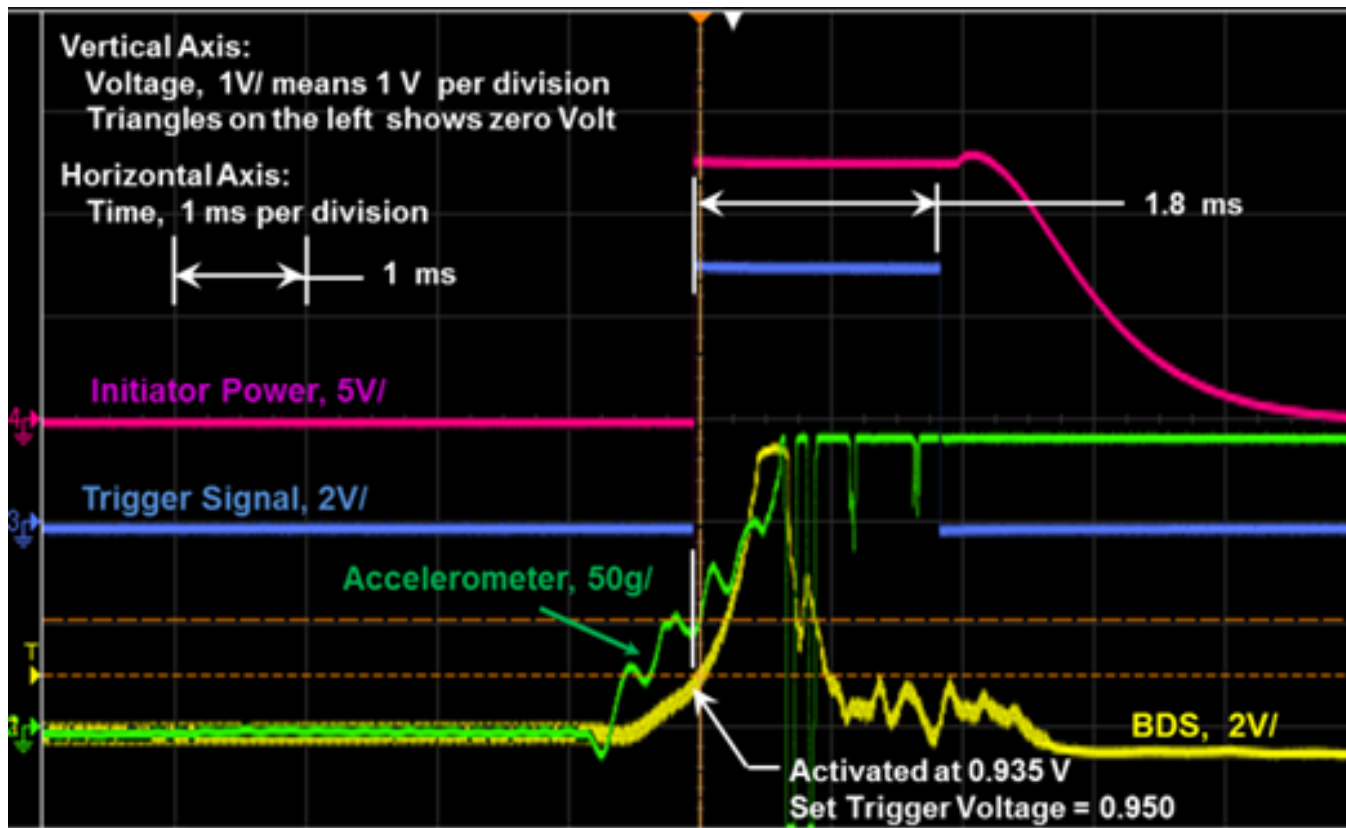
Sampling Rate: 100 MSa/s

# Testing of the Activation System under Accelerations

## Drop Tower Experimental Setup



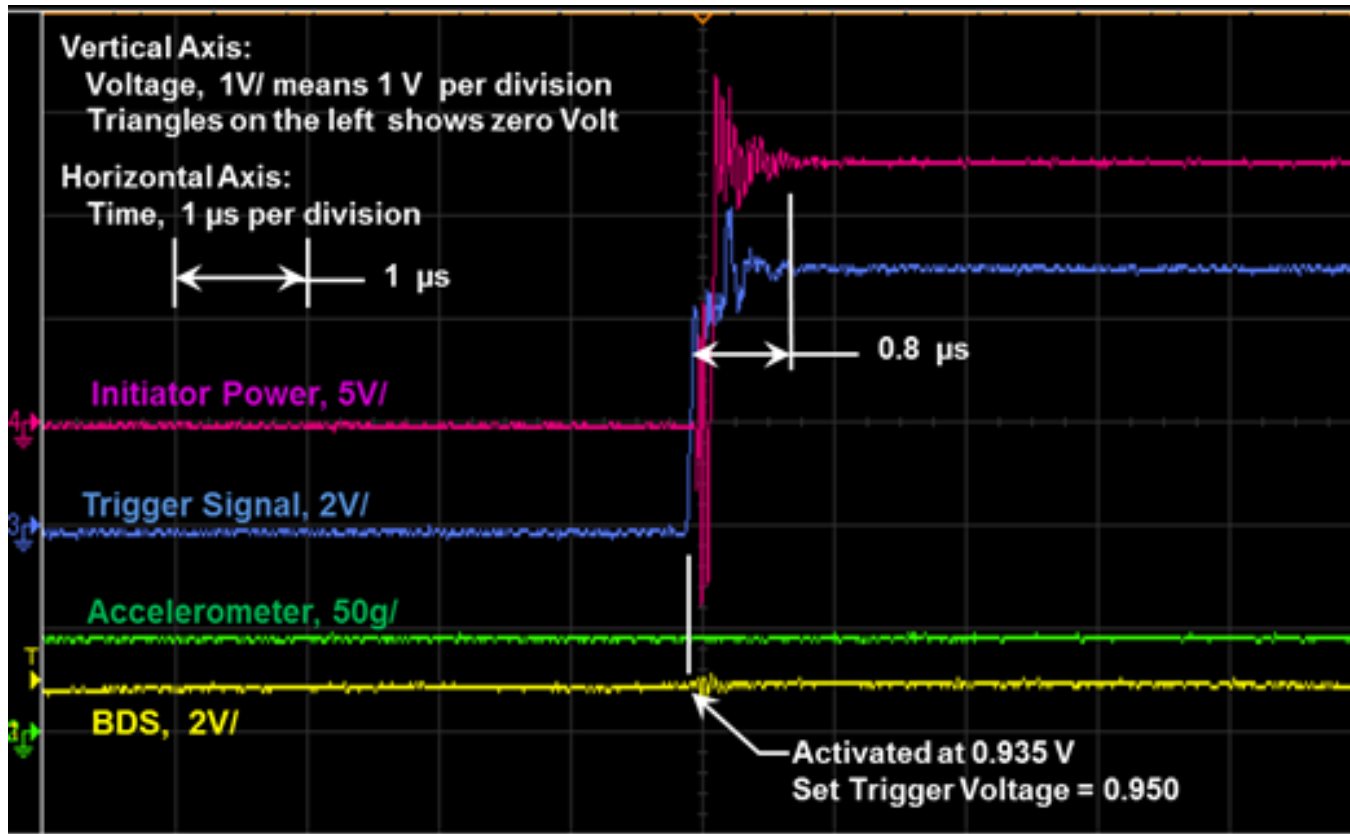
# Testing of the Activation System under Accelerations



Sampling Rate: 100 MSa/s

# Testing of the Activation System under Accelerations

## 1000x Expanded View



Sampling Rate: 100 MSa/s



# Summary and Conclusions I

- **Blast Detection and Seat Safety Activation System was developed and tested.**
- **Primary Components of the System:**
  - **Blast Detection Sensor**
  - **Decision Making Circuitry**
- **Blast Detection Sensor:**
  - **No Power Supply,**
  - **No Signal Conditioning/Amplification**
  - **No Drift or Noise Problems**

# Summary and Conclusions II

- **Deployment System activates Seat Safety System in less than 1  $\mu$ s after it detects the blast event.**
- **Deployment System:**
  - **Self-Contained or Stand-Alone**
  - **Fits in the space under the seat specified in Figure 41 of MIL-STD-1472G**

# Army Path Forward

- **Conduct Drop Tower testing for preliminary system level performance evaluation**
- **Determine threshold levels for Fire / No Fire in the Military vehicle environment (Off Road, Durability and Abuse Related driving environments)**
- **Fine tune Pyrotechnic system activation performance based on trigger time**
- **Complete system design and vehicle level integration**
- **Conduct vehicle level confirmation blast test**

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**Thanks!**